

B. F. TAYLOR.
Steamer.

Lighters and Steam Launches
Supplied.

LOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for
UNITED ASBESTOS CO.,
LIMITED, LONDON,
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 2031. 日一月二十年七十二期

FRIDAY, JANUARY 10, 1902.

五

號十月正英港

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,510,000

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.

LONDON BANKERS:—
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

" " 3 " 2 "

TARO HODSUMI,
Manager.

Hongkong, 2nd October, 1901. [10]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" " 6 " 3 "

" " 3 " 2 "

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [11]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1860.

Shanghai Taels

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIETSIN.
HANKOW.

THE BANK purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.

" " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

Intimations.

TAILORING DEPARTMENT.

WINTER SEASON.

RACING SEASON.

Scotch Tweeds, Angolas, Cashmeres, Serges, Harris Tweeds, Newmarket Coatings, Silk-warp Racing Breeches Material, Fancy Vestings, Khaki Serges, Improved Pigskin Puttee Leggings.

LANE, CRAWFORD & CO.

Hongkong, 31st December, 1901.

[732c]

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.
PATENT CORKING.

SIEMSSSEN & CO.,
Sold Agents, Hongkong and South China.

776C

Telegraphic Address:
MARINEWORK, HONGKONG.

Code Used:
A and A.B.C. 4th Edition.

E. C. WILKS & CO.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.
Collisions and Damages Surveyed for Insurance Companies. Ships' Designs and Specifications Prepared.

Office: 9, Queen's Road Central.

[1214c]

Intimations.

BEEF TEA versus BOVRIL.

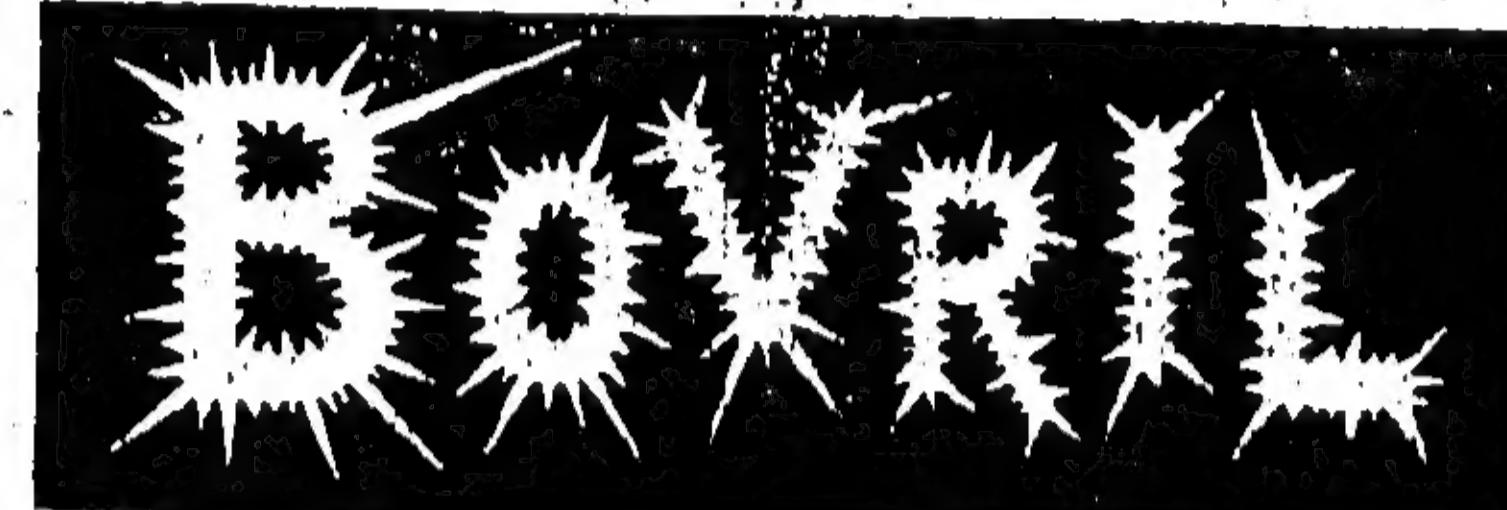
BEEF TEA.

"Were it possible to furnish the market at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to *extractum carnis*, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage.

BARON LIEBIG,
Discoverer of Liebig's Extract, in
The Lancet, Nov. 11, 1865.

BOVRIL

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh—as all Meat Extracts and Beef Teas do—but also the nourishing properties of flesh, which Meat Extracts and Beef Teas do not. This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibrine, procured from the flesh of other oxen roasted and finely ground to powder; the combination is Bovril. [487c]



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS CO., LTD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Weihaiwei, Port Arthur, Seoul, Chennulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinoera, Sasebo, Miike, Hakodate, Taipeh, &c.

N. INUZUKA, Manager.
[563c]

CLARETS.

	1 doz. bottles.	2 doz. bottles.	4 doz. bottles.
MEDOC	\$4.00	\$4.50	\$7.50
ST. EMILION	4.50	5.00	8.00
MARGAUX	5.50	6.00	9.00
ST. JULIEN	6.00	6.50	9.50
ST. ESTEPHE	8.00	9.00	12.00
CH. LEOVILLE	11.00	12.00	15.00
CH. LAROSE	11.00	12.00	15.00
CALIFORNIA	\$4.50	\$5.00	\$8.00
ZINFANDEL	5.00	5.50	8.50

An allowance of SEVENTY FIVE cents per dozen is made for quarter bottles when returned to our godown. Special rates for Hogsheads.

BORDEAUX BOTTLED.

	1 doz. bottles.	2 doz. bottles.	4 doz. bottles.
CH. D'ARLAC	\$23.00
MARGAUX	15.00
CH. FONTET CANET	24.00
CH. LAROSE	36.00
CH. MOUTON ROTHSCHILD	38.00
ST. LEHON, Tonic	28.00

1562c

12, QUEEN'S ROAD.

Hongkong, 31st December, 1901.

1562c

DRAUGHT STOUT.

JUST LANDED.

FOR WINTER SEASON.

A Supply of REID'S IMPERIAL BROWN STOUT

in Kilderkins,

Also in small Casks if desired.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 23rd December, 1901.

1562c

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
YOKOHAMA	Bancs	E. P. Martin, R.N.R.	About 16th Jan., Freight only.
LONDON, &c.	Bengal	A. L. Valentini	Noon, 18th Jan., Freight or Passage.
SHANGHAI	Parma	R. T. Cook, R.N.R.	About 18th Jan., Freight or Passage.
LONDON VIA Malacca	Malacca	E. G. Andrews	Noon, 25th Jan., Freight or Passage.
BOMBAY	Nankin	C. J. Benton, R.N.R.	About 27th Jan., Freight only.

* Via SHANGHAI, MOJI and KORE. § (Passing through the Inland Sea).
† Calling at PENANG and COLOMBO if sufficient inducement offers.

* Via Special Advertisement.

† Calling at PEKING and SINGAPORE.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 7th January, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKALINIEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORT

Intimations.

OXO

helps the Cook to cook
as she should cook.
There is more beef concentrated in a pound of OXO than in a pound of any other food in the world.

OXO

is the genuine
LIEBIG COMPANY'S EXTRACT.

AGENTS:

WATKINS,
LIMITED,
APOTHECARIES HALL.

MERATED WATER FACTORY,
Masons Lane.
Hongkong, 7th January, 1902. [714c]

NEW VICTORIA HOTEL.

ROTISSERIE,
Meals à la Carte.

C HOPS, STEAKS, etc., etc., at any time,
between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer;
Proprietors.
Hongkong, 2nd September 1901. [958c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$8.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1902. [10]

WILLIAM POWELL, LIMITED,
DRAPERS AND OUTFITTERS.

NEW GOODS.

CARPETS, RUGS MATS.

SPRING BEDS, DOWN QUILTS, HEATING AND COOKING STOVES, LADIES' AND GENTLEMEN'S GLOVES, WINTER CAPES, AND JACKETS.

Hongkong, 4th January, 1902. [955c]

THE ROBINSON PIANO COMPANY, LIMITED.

JUST UNPACKED.

A NEW SHIPMENT
OF

THE CELEBRATED

APOLLO PIANO PLAYER,

Inspection invited.

Hongkong, 22nd November, 1901. [953c]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

**FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;**

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

**To-day's
Advertisements.**

HONGKONG RIFLE ASSOCIATION

THERE will be NO COMPETITION
TO-MORROW, the 11th instant, but
the Range will be open for Practice;
ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 10th January, 1902. [13]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship.

"DIAMANTE."

Captain J. Rattenbury, will be despatched as above TO-MORROW, the 11th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 10th January, 1902. [41d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"KUMSANG."

Captain Butler, will be despatched as above on WEDNESDAY, the 15th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th January, 1902. [45d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"KUMSANG."

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 13th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th January, 1902. [44d]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1902.

THE ARRIVAL OF OUR NEW

SEASON'S

CONFECTIONERY,

Comprising:-

Selections of the Purest and

Best Description,

FROM

The Simplest Quality to that of the

Finest and Most Recherche

Character,

Imported from the Leading

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO. LIMITED.

Established A.D. 1841.

We beg to notify

REUTER'S TELEGRAMS.

A NAVAL STATION FOR THE

PHILIPPINES.

LONDON, January 8th.

The Washington correspondent of the

London Post says that President Roosevelt

has signed an order establishing an Ameri-

can Naval Station at Subig Bay, Philippine

Islands.

MR. CHAMBERLAIN AND

THE WAR.

Mr. Chamberlain, speaking at Birmingham,

urged the claims of imperialism.

Great Britain, he said, must depend on her

splendid isolation supported by her kinsfolk in

the Colonies. War with all its horror was

to be preferred to a mean surrender of our

position and heritage.

LATER.

GERMANY AND THE TRIPLE

ALLIANCE.

COUNT von Bülow, Imperial Chancellor of

Germany, speaking in the Reichstag, said

that the Triple Alliance continued in the

best of condition, and did not exclude Ger-

many's good relations with other powers.

The Franco-Italian agreement was in nowise

in opposition thereto.

GERMAN COMMERCE AND

BUDGET.

The German Secretary of the Treasury

announced a serious decrease in revenue

owing to trade depression, and further stated

that the budget was the worst for many years

past.

LOCAL AND GENERAL.

THE DEATH is announced of the sculptor,

Onslow Ford.

THE FRENCH CHINA indemnity loan has

been covered twenty-four times.

THE RIFLE ASSOCIATION will hold no

competition to-morrow, but the range will be

open for competition.

MESSRS. COTTAM & CO. for WARM

DRESSING-COATS.

MESSRS. COTTAM & CO. for PATENT

LEATHER DRESS BOOTS AND

SHOES.

**To-day's
Advertisements.**

NOTICE.

A GRAND VARIETY

ENTERTAINMENT

will take place

TO-MORROW (SATURDAY)

and

MONDAY NEXT,

the 11th and 13th Jan., 1902,

in the

R.E. THEATRE, WELLINGTON BARRACKS,

in which

MISS EMMIE SMITH, GUS GREGORY

and other well-known Artists will appear, also

the last appearance of

Staff Sgt. H. WARD, R.A.M.C.

and

Sgt. G. SIMMERS, R.E.,

in the Colony.

ADMISSION:

Front Seats.....50 cents.

Back Seats.....30 cents.

Doors open 7.30 P.M. Commence at 8 P.M.

H. J. A. McCAFFERY,

Secretary, R.E.V.C.

Hongkong, 10th January, 1902. [47d]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and GENOA,

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and

THE WEST POINT BUILDING CO., LTD., will hold its annual general meeting at 11.45 a.m. on the 23rd inst., instead of at 11.30 a.m., as previously notified.

FOOTBALL.—To-morrow afternoon, on the Happy Valley, in the second round for the Hongkong Football Challenge Shield, the Rangers will play H.M.S. Glory. Kick-off at four o'clock.

A CRICKET MATCH between the Craigie-gower Cricket Club and the Civil Service (Members C.C. Club) will be played at the Happy Valley to-morrow, commencing at 2 p.m. Players are requested to be punctual. The following will play for the Club:—Messrs. L. E. Lammer, F. Asper, E. Ford, L. A. Rose, J. L. Stuart, J. H. Ruttonjee, G. Rapp, H. Yacolji, E. Stith, A. Reueder and R. Bass (Captain), and for the Civil Service:—Messrs. R. Pestorji, F. Kapp, R. Witchell, C. Leykum, H. Hartman, M. A. Razack, A. Lopes, J. Pertonjee, H. Goldenberg, J. Souza and M. E. Aager (Captain).

HOSPITAL EMPLOYEE RUNS AMOK.

NARROW ESCAPE OF A STOREKEEPER.

Wardmaster Griffiths of the Government Civil Hospital, at about 3.30 yesterday afternoon, became crazed with drink and carbine in hand, rushed into the street and began firing. There was a general scattering of the pedestrians in the neighborhood and it was with some difficulty that Griffiths was put under restraint by a constable. His carbine was taken from him together with 28 rounds of ammunition, and he was escorted to the Police Station. It is a marvel that someone was not wounded or seriously injured. As it was, Lam Lui Tong, storekeeper for the Standard Oil Co., 17, Chater St., had a

VERY NARROW ESCAPE.

He had just risen from his chair in front of his desk, when the report of a gun was heard, and a bullet crashed through the partition from the Smithfield St. side, just grazing the chair. Then it passed completely through his desk, cutting the leaves of a book, and was found imbedded in a show case on the opposite wall. The storekeeper considers himself a very fortunate man that his lucky star impelled him to rise from his seat at the time he did, as, 30 seconds afterwards he might have needed assistance and medical attendance before being able to do so.

Griffiths was brought before the Magistrate this morning but the case was remanded until Monday next.

ALLEGED COLLISION.

FRENCH MAIL AND JUNK.

ACTION IN THE SUPREME COURT.

In the Supreme Court this afternoon before the Acting Justice Judge His Lordship, T. Sercombe Smith, the case of Kwok Kam Chun versus the Compagnie Des Messageries Maritimes came on for hearing. The Plaintiff is the owner of the fishing junk *Cheung Kam Lee*, license number 543, claimed from the defendants, as owners of the steamship *Indus*, the sum of \$1,457.64, damages alleged to have been caused to the junk by a collision which occurred between the mail steamer and the junk off Hong Kai Bay, in the China Sea on Sunday evening, the 2nd September last. The plaintiff, however, in order to bring his claim within the jurisdiction of the Court waived the sum of \$457.64, part of the sum of \$1,457.64, thereby rendering his claim to the sum of \$1000. He further claimed the costs of the action.

Mr. Morgan Phillips, instructed by Messrs. Johnson, Stokes, and Master appeared for the Plaintiff, and Mr. John Hastings, of the firm of Messrs. Deacon and Hastings represented the defendant Company.

From the opening statements of Counsel it appeared that on the 21st September last the *Cheung Kam Lee* and her sister junk *Cheung Kahn Lee* went out to sea, and at dusk hoisted the usual light above her stern. However a steamer crashed into the port side of the plaintiff's junk and completely cut off her bow near the foremast. There were cries of "Save life" raised on board of the junk, but the passing steamer went on her way, and offered no assistance. The forepart of the junk sank, and fortunately, owing to water compartments the other part kept afloat so that no lives were lost. Counsel for the plaintiff, after reviewing the facts to be submitted, said there was the strongest circumstantial evidence that the steamer was the *Indus*, and that the collision was caused by negligence in not keeping out of the junk's way and not slackening or stopping.

The plaintiff, in his evidence, after detailing the facts connected with the alleged collision, said that when he passed the *Indus* subsequently he saw that some of her paint was missing from the bows.

In cross-examination, witness said he left Hongkong on the 11th September and went to Tai Po, whence he put to sea on the 21st of the same month. There was no rain the following morning and though the sky was somewhat overcast it was fairly fine. He reported to the police that the collision occurred at 3.40 a.m. and he thought the clock from which he took the time was fairly accurate.

Mr. Lau Chu Pak—I beg to second the motion, which I think is very reasonable, because the Chinese have so much to do before the end of the year.

Mr. Fung Wa Chun—I am asking a fortnight—seven days before and seven days after.

Mr. Osborne—I think, sir, that the request put forward by Mr. Fung Wa Chun is a reasonable one, and that the Board should grant it. In the first place very little work probably would be done during the fortnight that Mr.

A detailed report will appear in our edition to-morrow.

MESSRS. COTTAM & CO. for DRESS M. SHIRTS, TIES and WHITE KID GLOVES.

SANITARY BOARD.

PLAQUE PREVENTION.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. Present:—Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Hon. A. W. Brewin, Registrar-General (Vice-President); Hon. W. Chatman, Director of Public Works; Dr. F. W. Clark, Medical Officer of Health; Mr. F. J. Badeley, Acting Captain Superintendent of Police; Lieut. Col. Hughes, R. A. M. C.; Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Lau Chu Pak and Mr. G. A. Woodcock (Secretary). MINUTES.

The minutes of the previous meeting of the Board were confirmed.

AMENDMENT OF DRAINAGE BYE-LAW.

The following suggested amendment of Bye-Law No. 30 of the Drainage Bye-laws contained in Schedule B of Ordinance No. 13 of 1901 was submitted:—"Rain-water pipes and waste-pipes from baths, sinks and other similar appliances on the upper floors of buildings shall be of cast-iron socketed pipes or wrought-iron welded pipes with screwed joints coated with bituminous composition, or in the case of wrought-iron, galvanised; or of well-glazed stoneware socketed pipes or other approved materials, securely fixed outside the wall, and provided at each point of connection with a suitable head, and at their lower extremity with a bend, shoe, or pedestal pipe. All joints of stoneware pipes to be made in the manner provided by No. 5 of these bye-laws. Provided that waste-pipes and rain-water pipes abutting on any street shall be of cast-iron or welded wrought-iron, properly jointed in cement, and wherever practicable rain-water pipes shall be carried under the footpath and discharged into the side-channel."

Dr. Clark—I beg to move the adoption of the bye-law as amended. As the Board instructed, the architects were approached, and replies received from four or five of them. These were submitted to the Surveyor, and the Director of Public Works. There are practically two recommendations; one by all of them. The bye-law previously provided that cast-iron pipes should be jointed with cement or lead. It appeared to be impracticable to joint them with lead, so that the Director of Public Works and the Surveyor agreed that they should be jointed with cement. One firm of architects suggested that iron pipes should only be required in public streets, by which, I presume, are meant Crown streets; and in view of the large number of streets owned by private individuals which are important thoroughfares the Director of Public Works, the Surveyor and myself thought it would be better to provide an exemption which the Board can grant occasionally rather than give a general exemption as to the use of pipes other than iron. That will meet their views. At any rate it will give the Board an opportunity to grant exemption whenever they think fit. Otherwise we will require iron pipes in streets which are used as thoroughfares, which is important, because the ordinary earthenware pipe is apt to be broken and the ground floors of houses saturated with drainage.

Hon. Mr. Brewin—I may be considered that the architects think this satisfactory? Dr. Clark—I take it that it is so. It meets the only two objections they raised.

Hon. Mr. Chatham—I beg to second the adoption of this new bye-law, and I think every reasonable concession has been made to them in the matter. It is not desirable that iron pipes should be given up except in what are really public streets—streets over Crown land—but as Dr. Clark has explained, this bye-law gives the Board the option of allowing them in places which may come under the definition of a street but where there is no necessity for them being of iron.

The amended bye-law was unanimously passed.

PLAQUE PREVENTION.

MORE WORK WANTED.

Dr. Clark moved—"That the Board define that portion of the City of Victoria east of Eastern Street, and west of Tank Lane and Cleverley Street as districts within which officers of the Board shall make a house-to-house visitation for the purpose of cleansing and disinfecting the premises contained therein in accordance with Bye-Law No. 1 of the Bye-Laws governing the prevention of epidemic, endemic, or contagious disease made under section 13 of Ordinance 13 of 1901." He said—"This is simply a continuation of the cleansing work which was begun five or six weeks ago. The whole of Nos. 9 and 10 Districts are now completed. Wan Chai will be finished at the end of this week, and we want more districts to cleanse. So I beg to move that these districts, which are practically Nos. 7 and 8, be declared districts in which the work shall be carried on.

Lieut.-Colonel Hughes seconded, and the motion was agreed to.

Mr. Fung Wa Chun—in connection with this resolution, I beg to move further that the cleansing and fumigation operations in the houses thereto defined as well as in other districts be discontinued from the 1st of February and not resumed until seven days after the Chinese New Year—the 1st February, owing to the holidays and because of the preparations being made by each family and shop for the celebration of the approaching New Year.

Mr. Lau Chu Pak—I beg to second the motion, which I think is very reasonable, because the Chinese have so much to do before the end of the year.

Mr. Fung Wa Chun—I am asking a fortnight—seven days before and seven days after.

Mr. Osborne—I think, sir, that the request put forward by Mr. Fung Wa Chun is a reasonable one, and that the Board should grant it. In the first place very little work probably would be done during the fortnight that Mr.

A detailed report will appear in our edition to-morrow.

MESSRS. COTTAM & CO. for THE M. FAVORITE STRAW HAT also TAN KID GLOVES.

Fung Wa Chun refers to. The cleansing gangs themselves no doubt will be glad of a holiday and will take it. Therefore it is just as well that we should suspend the operations during the week before and the week after the Chinese New Year. Another reason why I think this concession might be made is that nearly all the Chinese, or at all events the better class of Chinese shops and dwellings are cleaned just prior to the Chinese New Year and that cleaning would to some extent take the place of the cleansing done by our own people.

The President—I should like to take the opinion of the Medical Office of Health. Fifteen days seems rather a long time to suspend those operations, which we all consider so necessary. I understand certain work can be carried on during this time with reference to the cleansing of the streets; but 14 days—does it take the whole of that time for the holiday?

Mr. Fung Wa Chun—Yes, as I told you at the Board, there are preparations for the New Year which the Chinese, whether poor or rich, naturally do not want to be interfered with. I may inform the members that, according to Chinese custom, the poorer people do more for the Chinese New Year than the well-to-do people. They prepare a sort of cakes or puddings as presents for their friends. If we go and disinfest their houses, they could not do that, and besides the coolies work as hard as possible to save a little money for the New Year, and if they were expected to stay at home and assist in cleansing they could not go out. They must have at least a few days for their New Year.

Hon. Mr. Brewin—I do not think the request is unreasonable. We are all aware that the Chinese New Year holidays last a longer time even than Mr. Fung mentioned. Shops and places of business do not open sometimes until the 12th or 13th; and as a matter of fact I think it is the 7th day of the Chinese New Year which is almost as important as the Chinese New Year itself. Of course it is unfortunate that the Chinese should require so many days for their New Year holidays; but I think that every day that Mr. Fung has selected is considered by them to be as much a holiday as we consider our own Christmas Eve, Christmas Day and the day after to be; and I do not think they are asking for any more than we should be if we asked that these three days should be exempted.

Mr. Fung Wa Chun—I think I should tell the Board that the Chinese do not have holidays except at the New Year. (Laughter) Well, they have no Christmas Day, no Sunday, no Bank holidays or Easter Monday. New Year is the only time they get.

Mr. Osborne—I should say they have about two months every year.

Dr. Clark—I think we had better give way in good grace. I have done my level best to persuade Mr. Fung Wa Chun to cut it down to a week, and I should think a week is enough. But if he will guarantee that the Chinese will help us all the more, I think we should give way and concede a fortnight.

Mr. Fung Wa Chun—I will do that.

The supplementary motion was carried unanimously.

WORK OF CLEANSING GANGS.

The Secretary laid on the table a record of the work done by the cleansing gangs, which showed that during the fortnight ended 4th January 601 houses had been dealt with, 1,406 floors fumigated, and 1,774 floors cleansed. These show a considerable falling off on the figures of the previous fortnight owing to the Christmas and New Year holidays.

LIMEWASHING RETURN.

Among other matters laid on the table and which have already appeared was a report showing that 2,806 houses in the Western District had been limewashed during the fortnight ended 31st December.

DEFENCE AGAINST RATS.

The President drew the attention of members to four samples of the netting which it is proposed to put over the mouths of drains to prevent the egress of rats.

Three of those guards were made of wire-netting of various sizes of mesh. The other was made by the insertion of a thin metal rod between the bars of the existing drain-gratings.

After careful inspection, by the members of the different samples, it was agreed on the motion of Lieut.-Colonel Hughes, seconded by Mr. Osborne, to adopt the wire-net type, the mesh to be of a medium size.

Mr. Osborne—I would suggest that when these guards are put on the gratings, the police be asked to look after them so as to meet the objection that they will be choked with debris.

I think the majority of householders would themselves help to clear the drain if they found the street being flooded. The Captain Superintendent of Police might instruct them.

Mr. Badeley—We could keep an eye on them to prevent them being choked, but it is hardly the work of the police to clean them.

This was all the public business.

THE ADMIRALTY THANKS ADMIRALS.

Admiral Sir John Fisher, Commander-in-Chief of the Mediterranean Squadron and Vice-Admiral A. K. Wilson, V. C., Commander-in-Chief of the Channel Squadron have received from the Lords of the Admiralty letters, the contents of which have caused a good deal of satisfaction among the officers of both fleets. In these epistles their lordships speak in very complimentary fashion of the manner in which the joint manoeuvres carried out by the Mediterranean and Channel Squadrons some months back were conducted, especially of the way in which Vice-Admiral A. K. Wilson and Lord Charles Beresford handled their fleet during the sham fight. Some valuable lessons were taught by the operations, especially as to the usefulness of battle of destroyers attached to battleships. So important is the outcome of the manoeuvres considered that the plan of operations and the results of the fleet movements are being treated as a confidential subject.—P. M. G.

MESSRS. COTTAM & CO. for THE M. LATEST STYLES IN TREES & CO.'S FELT HATS.

Auctions.

PUBLIC AUCTION.

THE Underwriters have received instructions from the Official Administrator to Sell by PUBLIC AUCTION, For Account of the Estates of the late T. JACOB, W. D. RICHARDS, H. ALDRIDGE, HOWARD, DALDOO and FATTY DIN, (TO-MORROW, the 11th January, 1902, at 11 A.M., at their Sal's Rooms, 26, Des Voeux Road, SUNDRY GOODS AND EFFECTS, Comprising:—TRAVELLING BAGS and TRUNKS, CLOTHING, BOOKS, &c., &c.) ALSO: Three WATCHES and CHAINS. One 12-BORE DOUILLÉ-BARREL FOWLING PIECE, Central fire. TERMS:—As Usual. HUGHES & HOUGH, Government Auctioneers, Hongkong, 10th January, 1902.

GOVERNMENT NOTIFICATION.

No. 790.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 13th day of January, 1902, at 3 P.M., are published for general information. By Command, J. H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office, Hongkong, 28th December, 1901. [29d.] Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 13th day of January, 1902, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

No. of Registry No.	Locality, Land No. No. 12 R.H.B.	Boundary Measurements feet feet feet feet	Square feet	Annual Rent \$	Upper Price \$
		56.1 { 32.5 15 33	3,915	24	445.

Notifications.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

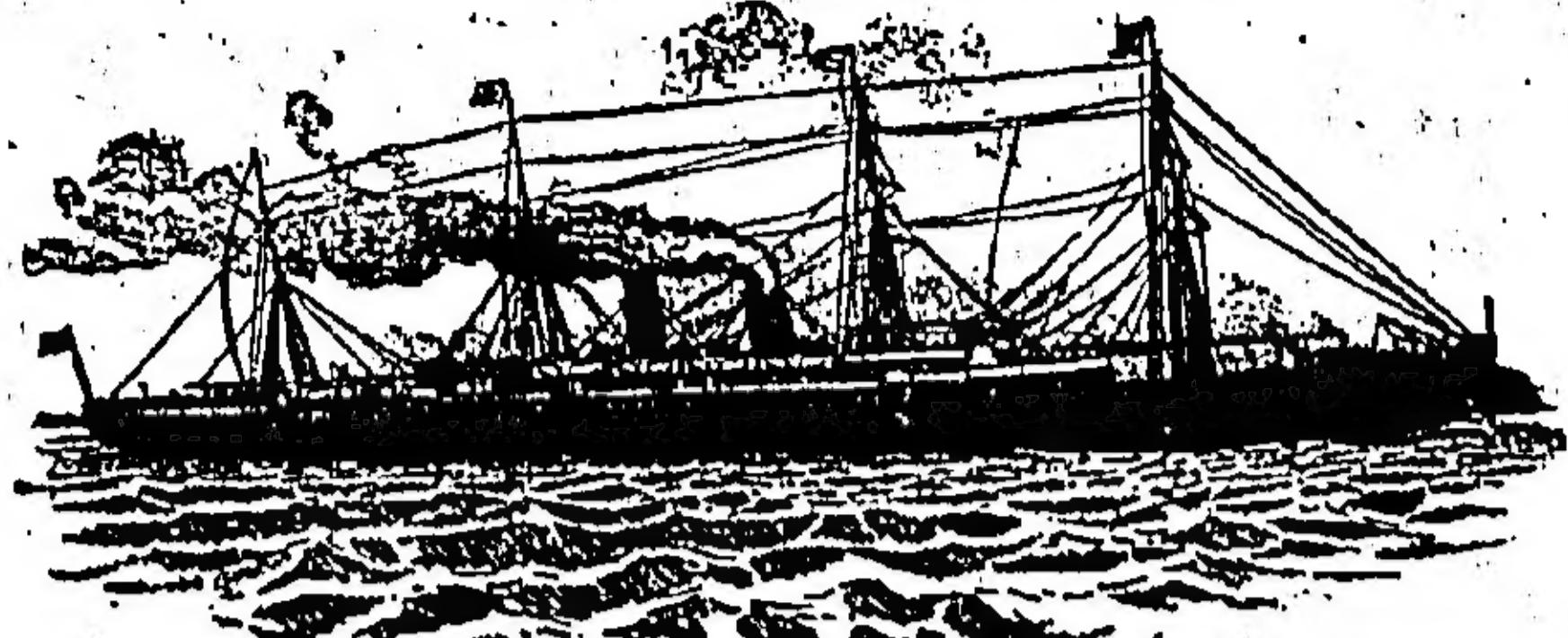
THE FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, Victoria, on WEDNESDAY, the 15th January, 1902, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1901, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 1st to 15th instant, both Days inclusive.

SHEWAN, TOMES & CO., General Managers. Hongkong, 6th January, 1902. [2od.] THE WEST POINT BUILDING CO. LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU" SATURDAY, 18th January, at Noon.

"PEBU" SATURDAY, 25th January, at Noon.

"COPTIC" TUESDAY, 4th February, at Noon.

"AMERICA MARU" TUESDAY, 11th February, at Noon.

"CITY OF PEKING" TUESDAY, 18th February, at Noon.

"GAELIC" FRIDAY, 28th February, at Noon.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 18th instant, at NOON, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Government of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to amount of each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Peking, he, and his Consul in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

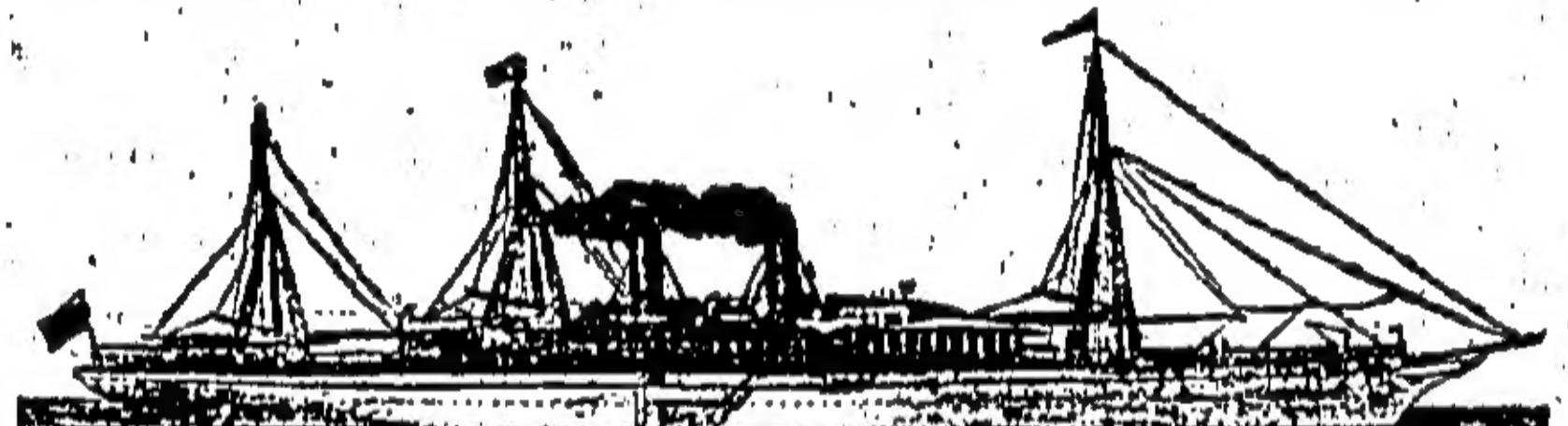
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 9th January, 1902.

**CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.**



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 1st January.

TARTAR*....Comdr. E. Beetham, R.N.R....WEDNESDAY, 29th January.

EMPEROR OF INDIA*....Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 12th February.

ATHENIAN*....Comdr. H. Mowat, R.N.R....WEDNESDAY, 26th February.

EMPEROR OF JAPAN....Comdr. H. Pybus, R.N.R....WEDNESDAY, 12th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of steamer.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY, through which the Railway passes.

THE DINING CARs and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 18th December, 1901.

**HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OESTERREICHISCHE FRAUDT-DAMPFER DIENST.**

(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

STRAUBBURG ... HAVRE, ROTTERDAM & HAMBURG. 13th Jan. Freight.

Madan ... (Calling at SINGAPORE and COLOMBO). 28th Jan. Freight.

SAMBIA ... HAVRE, BREMEN and HAMBURG. 28th Jan. Freight.

Schmidt ... (Calling at SINGAPORE and PENANG). 12th Feb. Freight.

AMERIA ... HAVRE, BREMEN and HAMBURG. 26th Feb. Freight.

Dickstein ... (Calling at SINGAPORE and COLOMBO). 15th Mar. Freight.

G-FERD LABISZ ... HAVRE and HAMBURG. 27th Mar. Freight and Passengers.

Fuchs ... (Calling at SINGAPORE and PENANG). Freight.

KONIGSBURG ... HAVRE and HAMBURG. Freight.

Ehlers ... (Calling at SINGAPORE and COLOMBO). Freight.

Christianse ... (Calling at SINGAPORE and PENANG). Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons, &c., unclaimed at the Post Office:

Guiguard, Theo.

Glover, Mrs.

Gubay, Nahom.

Graham, M. J.

Garrett, F. J. V.

Gray, Miss.

Gilbert, Miss S.

Graham, W. L.

Gonzales, F.

Galloway, Robt.

Gassies, I.

Gilam, Charles.

Golla Mahomed.

Grey, F.

Guidain, Mrs. M.

Graham, Esq.

Grindlay Groom & Co.

Goldman, Mrs. D.

Grant, J. R. P.

Galdman, Mrs. D.

Huckle, F.

Hannum, Col. Pelham

Brunet, R. H.

Bertrand, G.

Baker, Mrs. N.

Benson, F.

Burke, E. G.

Bauer, Henry.

Bottsch, K.

Bishen Singh.

Bainia, E. E.

Boyd Kaye & Co.

Bougnot, E.

Brown, B. F.

Browning, S. J.

Browne, Geo. W.

Braithwaite, Geo.

Burnett, W. E.

Brocklebank, G.

Brown, Miss E.

Brownlow, E. O.

Colburn, Geo.

Carter, Miss.

Chapman, Dr. W. L.

Chauson, Madame.

Catz, V. Leon.

Codd, Miss E.

Cole, Mrs. W.

Conrad, F.

Cookson, Mrs. M.

Cox, Miss A.

Coxhead, J. H.

Cochet, Capt. Chr.

Cory, A. E.

Cramers, Miss.

Crockett, Capt. M.

Clixton, Mr.

Clossby, F.

Chavars, Miss A.

Chapman, Miss.

Chatterton, Chas.

Capt., Ching.

Caffarel, Ernest.

Codilla, José.

Calder, Capt. A. S.

Carbone, Mrs. F.

Cauilen, Mariano.

Connery, Mrs.

Christie, J.

Christie, T. H.

Choppard, A.

Clark, L. M.

Daniell, Joseph.

Davis, P. O.

Dent, Crs. F.

Dodd, Capt. Chas.

Henry.

Dilworth, Mrs. Aron.

Duncans, Miss.

Duncan, J. P.

Davis, Mr.

Dundale, Miss.

Duff, F.

Dulton, H. F.

Dionicio, Leoncio.

Dick, W. F.

Domingo, A.

Frances, G.

Foster, Mrs.

Fox, J. F.

Fry, Fritz.

that Mr. Barton's breach of faith with Queensland may have fatal results for the infant Commonwealth.

In the days when the Northern Colony was hesitating whether she would cast her lot with the other States, it was made quite clear that the Kanaka question, which concerned Queensland only, should not be touched by Commonwealth legislation. That concession decided the doubters, and a United Australian Continent became thereby a fact.

But Mr. Barton, whose tenure of office has been marked by a continual submission to popular clamour, yielded at once when the "White Australia" party of the Southern states demanded the abolition of Kanaka-labour, as it pended to the prohibition of coloured immigrants, and his surrender means the ruin of Queensland's staple industry. Practically the whole tropical istric of this colony are devoted to cane growing and the cutting, and other heavy manual work of the plantations is performed by the Pacific Islanders, whose labour is strictly controlled by government. They live in assigned settlements, they arrive and depart under fixed contracts, the masters being compelled by law to return such immigrants to their own island on the expiration of the term for which they engaged. Not a single union of Kanaka and white has occurred to taint racial purity, although the Polynesian, having no standard of morality whatever, has intermixed freely with other coloured races. Since however, Chinese and Cingalese immigration is now ended, that danger would cease to exist in a few years.

Moreover, even if the planters could pay the high wages demanded by whites—which they could not—experience has proved that only natives can, in that tropical climate, perform the severe labour incidental to the industry, without completely breaking down in health. The loss of Kanaka labour therefore means the ruin of the plantations; which in the opinion of men not without title to express their convictions, may mean the revolt of Queensland, and disaster to the Commonwealth. Even though this view may be exaggerated no one who knows Australia from personal experience can fail to be anxious as to the result of the rash legislation, into which she has so heedlessly plunged.

The court-martial on

THE "SALMON" DISASTER began yesterday. It seems likely to be established that no one on board the ill-fated destroyer was to blame for the mishap. It is to be hoped that in the course of the trial the name of the gallant blue-jacket, who, at the imminent risk of his own life, descended into the stoke-hold of the sinking vessel and from that inferno of scalding steam rescued two comrades, may transpire. Up to the present, though naval people rate the courage of the unknown hero at its true value, no official recognition has been suggested, and two or three lines in a single paper is the sole public allusion which I have come across.

What to believe and what to attribute to malicious imagination of the painful reports now current respecting

THE DUTCH COURT,

it is very difficult to decide, and I cannot take responsibility for the truth of any part of the story beyond saying that the Dutch people appear to accept as correct at least a considerable part of the scandal, and that in London only one newspaper of repute is disposed to deny the authenticity of the telegrams.

It appears then, that Prince Henry privately quarrelled with the Queen over money matters and was subsequently ride to her at dinner when other people were present. Two of her equerries or aides-de-camp challenged the Prince and fought him during the evening. His Royal Highness was in both duels the victor, and wounded one of his opponents—Captain von Teits—severely. The whole incident, or series of incidents, was yesterday pronounced without foundation by the Chamberlain. This morning

CAPTAIN VON TEITS DIED.

The original scene is said to have brought on the Queen's premature illness, and the fact is not to be denied that when Her Majesty's condition was serious, Prince Henry was away on a hunting expedition in Germany, from which he only recently returned. His Royal Highness has been hooted in the streets, and at the Biograph entertainment in Amsterdam on Friday evening, his portrait was received with a storm of hisses and groans.

The annual meeting of

THE CHARTERED COMPANY,

was held at the Cannon Street Hotel this week, when the report of the financial year was adopted. The Duke of Abercorn, who presided, spoke very cheerfully of the Company's progress, and still more so of its prospects. He foreshadowed an early termination of the war, which would be followed by a period of the greatest prosperity to Rhodesia, as the development of the new mining, industry—gold dredging—would then be at once carried on from the initial stage in which the state of the country now obliged them to keep it to full maturity. The month of November, notwithstanding disturbing outside conditions had shown a record gold output—16,308 oz. The highest previous output for one month had been 15,652 oz.

Earl Grey also made a thoughtful speech, dealing chiefly with the labour question, as it presents itself within the territory of the Company. Mr. Rhodes telegraphed, and the Duke of Fife wrote apologies for unavoidable absence.

THE PROGRESS OF THE WAR

has this week been clearly satisfactory—a record of captures, and surprises wherever the Boers were the sufferers. Prisoners relate that intense dissatisfaction exists among Botha's followers, many of whom actually refused to fight after their heavy losses at Italas and Skraenklaate. Somehow, however, that story is

one from another has reached England so often that little importance attaches to it on this occasion; but the successes of Dawkins, Sampson, Bruce-Hamilton and others have given rise to expressions of sober rejoicing, while the optimistic folk are again arranging for Botha to be "surrounded and captured."

The introduction of

THE PERMIT SYSTEM, even at this late date, is a good and sensible move of which the public only realized the full advantage when it read the furious outburst of disappointed spleen in the "Daily News." Why so manifest a precaution was not taken two years ago, no one outside of a lunatic asylum, except of course the War Office, can possibly imagine. The reinforcements which the enemy has undoubtedly received from Europe and America would have been greatly diminished, and the thousands of undesirable and destitute immigrants, which a staff officer tells me had simply poured into the country, would have been kept out, to the great advantage of our unfortunate loyal refugees, and the simplification of the military task in hand. Perhaps the most convincing, because the nearest, proof of the imperative need of some restriction on immigration is provided by the hysterics of Miss Hobhouse, of which mention was made in a previous letter. The latest phase in the lady's victimization is the threat of legal proceedings—for "assault and false imprisonment"—against Lord Milner, Lord Kitchener, and Colonel Cooper, commanding at Capetown.

There is a recurrence of the rumours of LORD ROBERTS' APPROACHING RESIGNATION, which however, I am personally, though perhaps wrongly, inclined to connect with the great demonstration in favour of General Butler, which took place in Hyde Park last Sunday. Sir Redvers had the previous evening presided at the Devonian dinner, when, notwithstanding a pugnacious speech by Lord Monkhouse, and the mingled sympathy and enthusiasm evinced towards himself by the whole large assembly, he declined to be drawn into any discussion respecting his supercession. The General only alluded to the subject to observe with quiet dignity that considerations of discipline precluded him from making any statement. The gallant officer turned away from the personal aspect of the war to commend anew to the admiration, the respect, and the unstinted sympathy of all Britons, those maligned, magnificient sons of ours, of whom in the day of his direst defeat Sir Redvers cabled home

"THE MEN ARE SPLENDID."

An evening paper having carefully barricaded its doors and windows the night before last, perpetrated a giddy jest upon the public by flaunting a head-line—"De Wet in London—Capture imminent."

A convict at Pentonville had contrived to escape on to the roof of the prison whence he defied the efforts of the authorities to remove him.

Ladders and fire escapes were flung down as soon as fixed, and the Governor would not allow any warden to risk his life by ascending, seeing that the convict promised to kill anyone who approached. An enormous crowd watched the proceedings from the street, and these people dubbed the prisoner "De Wet"—a listening sub-editor did the rest.

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"THE MEN ARE SPLENDID."

An evening paper having carefully barricaded its doors and windows the night before last, perpetrated a giddy jest upon the public by flaunting a head-line—"De Wet in London—Capture imminent."

A convict at Pentonville had contrived to escape on to the roof of the prison whence he defied the efforts of the authorities to remove him.

Ladders and fire escapes were flung down as soon as fixed, and the Governor would not allow any warden to risk his life by ascending, seeing that the convict promised to kill anyone who approached. An enormous crowd watched the proceedings from the street, and these people dubbed the prisoner "De Wet"—a listening sub-editor did the rest.

It is very difficult to decide, and I cannot take responsibility for the truth of any part of the story beyond saying that the Dutch people appear to accept as correct at least a considerable part of the scandal, and that in London only one newspaper of repute is disposed to deny the authenticity of the telegrams.

It appears then, that Prince Henry privately quarrelled with the Queen over money matters and was subsequently ride to her at dinner when other people were present. Two of her equerries or aides-de-camp challenged the Prince and fought him during the evening. His Royal Highness was in both duels the victor, and wounded one of his opponents—Captain von Teits—severely. The whole incident, or series of incidents, was yesterday pronounced without foundation by the Chamberlain. This morning

CAPTAIN VON TEITS DIED.

The original scene is said to have brought on the Queen's premature illness, and the fact is not to be denied that when Her Majesty's condition was serious, Prince Henry was away on a hunting expedition in Germany, from which he only recently returned. His Royal Highness has been hooted in the streets, and at the Biograph entertainment in Amsterdam on Friday evening, his portrait was received with a storm of hisses and groans.

The annual meeting of

THE CHARTERED COMPANY,

was held at the Cannon Street Hotel this week, when the report of the financial year was adopted. The Duke of Abercorn, who presided, spoke very cheerfully of the Company's progress, and still more so of its prospects. He foreshadowed an early termination of the war, which would be followed by a period of the greatest prosperity to Rhodesia, as the development of the new mining, industry—gold dredging—would then be at once carried on from the initial stage in which the state of the country now obliged them to keep it to full maturity. The month of November, notwithstanding disturbing outside conditions had shown a record gold output—16,308 oz. The highest previous output for one month had been 15,652 oz.

Earl Grey also made a thoughtful speech, dealing chiefly with the labour question, as it presents itself within the territory of the Company. Mr. Rhodes telegraphed, and the Duke of Fife wrote apologies for unavoidable absence.

THE PROGRESS OF THE WAR

has this week been clearly satisfactory—a record of captures, and surprises wherever the Boers were the sufferers. Prisoners relate that intense dissatisfaction exists among Botha's followers, many of whom actually refused to fight after their heavy losses at Italas and Skraenklaate. Somehow, however, that story is

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
AMOY and SHANGHAI	"PAKHOU"	11th instant.
MANILA and ILOILO	"SUNGKIAO"	12th instant.
CEBU and ILOILO	"KAIFONG"	13th instant.
SHANGHAI	"WHAMPOA"	14th instant.
KOBE	"CHANGSHA"	15th instant.
MANILA	"CHINGTU"	16th instant.
POR DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	17th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fit throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,
AGENTS.**

**OCEAN STEAMSHIP COMPANY.
OUTWARDS.**

FROM	STEAMERS.	DUE
GLASGOW and LIVERPOOL	"LAERTES"	11th January, 1902.
"	"TANTALUS"	12th " "
"	"AJAX"	22nd " "
"	"PYREUS"	31st " "
S.S. "IDOMENEUS" from GLASGOW and LIVERPOOL, on SUNDAY, the 12th instant, at Daylight.		
HOMEWARDS.		
FOR LONDON		21st Jan., 1902.
"PELEUS"		4th Feb., "
"STENTOR"		18th "
"IDOMENEUS"		4th March, "
"AJAX"		22nd Jan., 1902.
"PATROCLUS"		15th Feb., "
"TANTALUS"		

For Freight, apply to

**BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.**

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"

and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for PORTLAND (OR.) on or about the 20th instant.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

Hongkong, 6th January, 1902.

(1266c)

Hongkong, 6th January, 1902.

THE HONGKONG TELEGRAPH, FRIDAY, JANUARY 10, 1902.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	30.159
Thermometer	59.7
Humidity	74.
Rainfall	1,545

TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer	30.22
Temperature	62
Humidity	62
Rainfall	—

TO-DAY.

Friday, 10th January, 1902.

Chinese—1st of 12th moon of 27th year of Kuang-su.	—
Sun—Rises	6hr. 44min.
Sets	5hr. 20min.
Moon—New Moon	5hr. 20min. a.m.
High water—Morning	10hr. 37min.
Afternoon	5hr. 30min.
Low water—Morning	3hr. 31min.
Afternoon	2hr. 27min.

ANNIVERSARIES.

1840—Penny Post instituted.
1897—The yacht Active run down by a junk in the harbour.

1898—Major Esterhazy acquitted.

TO-MORROW.

Saturday, 11th January, 1902.

Chinese—end of 12th moon of 27th year of Kuang-su.	—
Sun—Rises	6hr. 45min.
Sets	5hr. 32min.
High water—Morning	10hr. 20min.
Afternoon	5hr. 28min.
Low water—Morning	3hr. 13min.
Afternoon	3hr. 34min.

ANNIVERSARIES.

1844—The first Legislative Council sat.
1870—Sir A. Alcock left Hongkong for England.
1872—Seamen's Church, West Point, opened.
1890—Fire at Fonthow; 200 Chinese houses and several foreign houses destroyed.
1891—New Union Church, Hongkong, opened.
1896—S.S. Bonnington towed into Hongkong with her boiler adrift and other extensive damage.
1897—Roxas and twelve other rebels shot at Manila. Death of the Empress Dowager of Japan.
1899—Lord Charles Beresford visits Japan.

AGENDA.

Gospel Hall,
6 Arsenal Street, Top Floor,
Off Queen's Road, East.
Meetings are held as follows:—

SUNDAY,	Acts 2:42	11 a.m.
	Gospel Address	6 p.m.
TUESDAY,	Soldiers & Sailors Bible Class	6 p.m.
THURSDAY,	General Bible Class	6 p.m.
SATURDAY,	Prayer Meeting	6 p.m.
	A Hearty Welcome given to all.	—

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (Lao) 15th inst.
American (Peru) 16th inst.
Canadian (Empress of India) 19th inst.
American (Coptic) 23rd inst.
American (America Maru) 1st prox.

* * *
The Canadian Pacific Railway Co.'s R.M.S. Empress of Japan arrived at Vancouver at 12.30 a.m., on Wednesday the 8th inst.

* * *
HONGKONG AND WHAMPoa DOCK RETURNS.
Canton River at Kowloon Dock.

Saturn " " "

Marie-Jebsen " " "

Chinglu " " "

Vigilante " " "

Empress of China " " "

Powan " " "

Tyr " " "

H.M.S. Glory " " "

H. J. Albrecht " " "

Kapsuisai " " "

Petrarch " " "

Els " " "

Kinsius Maru " " "

PASSED THE CANAL.

Outward—20th Dec.—Tambu Maru, Arara,

24th Dec.—Adana, Cyrus, Teresa, 27th

Dec.—Chingkuo, Dardinus, Madeleine, 31st

Dec.—Amara, Hamburg, Sthonia, Saluzic,

3rd Jan.—Glenartney, Sanuki Maru, 7th Jan.

—Andalutia, Malaya, Pyrrhus, Yunnan.

Homeward—19th Nov.—Pyrrhus, Anna,

22nd Nov.—Patroclus, 29th Nov.—Ulysses,

3rd Dec.—Ceylon, 10th Dec.—Satsuma, 20th

Dec.—Nestor, Marco Minetti, 24th Dec.

Tentulus, 27th Dec.—Japan, Claverdale,

Ajax, 31st Dec.—Machau, Marquis Bacchus, Bombay, 3rd Jan.—Stuttgart, 7th

Jan.—Marburg.

Arrivals at Home—24th Dec.—Calchas,

Kamakura Maru, 31st Dec.—Awa Maru,

Segura, Bamberg, Paul Revere, and Jan-

Socota, 3rd Jan.—Bayern, Nestor, Ernest

Simons, Longships, 7th Jan.—Inada Maru,

Prometheus.

EXCHANGE.

Hongkong, 10th January.

ON LONDON, Telegraphic Transfer...1/10 3/16

Bank Bills, on demand...1/10 1/10

Credits, 4 months' sight...1/10 1/10

D'ments, 4 months' sight...1/10 1/10

ON BERLIN, (demand)...M. 1/89

ON PARIS, Bank Bills, on demand...2/33

Credits, 4 months' sight...2/33

ON NEW YORK, Bank Bills, on demand...4/4

Credits, 30 days' sight...4/4

ON BOMBAY, Telegraphic Transfer...138

On demand...138

ON SHANGHAI, Telegraphic Transfer...73

Private 30 days' sight...nom.

ON YOKOHAMA, T.T. 9 1/2 prem.

Overseigns' Bank's Buying Rate....\$10.68

Gold Leaf (no touch), per tael...55.00

Bar Silver, 25 1/2 16 Dollars...nom.

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. & Mrs.	Howkins, Mr. and Mrs. J. F.
Bailey, Mr. W. S.	Howard, Mr. Thos. Hughes, Mr. W. K.
Bonnet, Mr. F.	Huke, Mr. A. N.
Baldwin, Miss S. C.	Johansen, Mr. and Mrs. Joseph, Mr. and Mrs. E. S.
Bali, Mr. T. A.	King, Major H. S.
Barlow, Mr. F. C.	King, Lt. & Mrs. R. G.
Bell, Mr. J. I.	Kingdon, Miss
Beringer, Dr.	Klamburg, Mr. B. V.
Black, Mr. J.	Knudsen, Dr. A. S.
Bonner, Mr. E. A.	Lesbit, Mr. D.
Brown, Mr. and Mrs. D. E.	Lyons, Mr. R.
Brown, Mr. J. W.	Mackay, Mr. J. N.
Buchanan, Miss	Mackie, Mr. Gordon Martin, Miss
Buttanshaw, Major	McGill, Mr. and Mrs. McLellan, Mrs. E. E.
Cameron, Mr. D. H.	Merz, Dr. & Mrs. Clark, Dr. F.
Canaya, Mrs. and child	and nurse
D. E.	Michael, Mr. S. J.
Clarke, Mr. B. A.	Milton, Mr. and Mrs. Minotti, Mr. M.
Cole, Mr. G. C.	Miyasaki, Mr. S.
Colson, Mr. J. S.	Nehman, Mr. W.
Crago, Dr. J. M.	Onden, Comte & wife
Davis, Mr. J. L.	Parritt, Mr. T. W.
Discombe, Mr. G. M.	Pearce, Dr. W. W.
Dorchill, R.A., Major	Pitcher, Mr. A. J.
Dunsford, Capt., and child	Fenton, Mr. H. G.
Edwards, Mr. F. W.	Price, Mr. H.
Fleischer, Mr. M.	Radcliffe, R.E., Capt.
Foye, Mrs. A. L.	Rich, Mr. W.
Frennon, Mr.	Robertson, Mr. W. R.
George, Mr. J.	Simpson, Mr. H.
Gibson, Mr. and Mrs.	Schouw, Mr. C.
Kennedy and child	Simpson, Mr. A. E.
Glover, Mr. C.	Simpson, Prof. & Mrs. Smith, Mr. T. J.
Goldman, Mr. J.	Smith, Mr. T. J.
Grant, Mr. John	Smithers, Mr. R. G.
Grant, Mr. P.	Shewin, Mr. E. A.
Guignard, Mr. T.	Straughan, Mr. & Mrs. Taylor, Mr. D. G.
Handelman, Mr. and Mrs. J.	Unsworth, Capt., and Mrs. Waterman, Mr. G. H.
Hanson, Mr. B. E.	Weyersberg, Mr. C.
Hawley, Mrs. M. B.	Whitley, Mr. W. J. G.
Hawley, Miss	Whitton, Mrs.
Heaps, Mr. E. O.	Wilson, Mr. B. M.
Hockford, Mr. R. G.	Wright, Mr. and Mrs. H. Taylor
Henry, Mr. M. J.	

VISITORS AT THE CONNAUGHT HOTEL.

Abad, Mr. J. M.	McMillan, Mr. A. C.
Aenile, Mrs. C. & child	Perfect, Mr.
Ahrens, Mr. H.	Ponifex, Mr. E. C.
Arnold, Mr. H.	Remedios, Mr. & Mrs. d'Almada e C.
Brockelbank, Mr. and Mrs.	Remedios, Miss d'Almada e C.
Brockelbank, Miss	Smith, Mr. and Mrs. D. L.
Bryson, Mr. A.	Souhart, Mr. and Mrs. Spindle, Mr. and Mrs. Stanley, Mrs. C. L.
Curry, Mrs.	Stanley, Mrs. W. M.
Daniel, Dr. W.	Tinsley, Miss
Delbanco, Mr. E.	Watson, Major & Mrs. T. W.
Harris, Mr. Walter	Watson, Mr. J. C.
Hindmarsh, Mr. & Mrs. T. W.	Webster, Mr. R. D.
Hobden, Mr. H.	Wilson, Mr. A. A.
Homan, Miss	Wilson, Mr. J. A.
Hurri, Mr. A.	Wilton, Mr. and Mrs. Woollen, Mr. J.
Jenkins, Mr. S. L.	
Mackenzie, Mrs. C.	
Manero, Mr. R.	
Marlow, Mr. W. T.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. & Mrs.	Libeaud, Mrs. and child
Bennie, Mr. James	Libeaud, Mr. E. V.
Benson, Capt., and Mrs.	Lyne, R.N., Lt.-Comdr.
Bewley, R.A.M.C., Capt.	Lyne, Mrs.
Marchallelli, Mrs. & Miss	McDermott, Mr. A. P.
Bonart, Mr. J. W. C.	Miller, Mr. and Mrs. Mitchell, Mr. Robert
Brown, R.E., Col. L. F.	Miller, Mr. D. and Mrs. Pitt, Mr. John, R.N.
Brayne, Mr. H. F. R.	Morgan, R.N., Hon. R. Murray
Brusse, Mr. G.	Oliver, Mrs. C. L.
Cartwright, Miss	Olivers Freehold Mines, Limited
Chapman, Mr. and Mrs. Mrs. A.	Chinese Engineering & Mining Company, Ltd.
Connell, Mr. and Mrs. J. L. O.	Punjom Mining Company, Limited
Coppin, Mr. A. G.	Punjom Mining Preference Shares
Dunn, Mr. and Mrs. G.	Société Française des Charbonnages du Tonkin
James, R.A., Maj. and Mrs. Mrs. H.	

THE HONGKONG TELEGRAPH, FRIDAY, JANUARY 10, 1902.

Post Office.

A Mail will close—
For Canton—Per *Hankow*, to-morrow, the 11th instant, at 7.30 A.M.
For Kudat and Sandakan—Per *Sandakan*, to-morrow, the 11th instant, at 8 A.M.
For Touron—Per *Thea*, to-morrow, the 11th instant, at 9 A.M.
For Macao—Per *Hungshan*, to-morrow, the 11th instant, at 1.15 P.M.
For Amoy and Manila—Per *Diamante*, to-morrow, the 11th instant, at 4 P.M.
For Saigon—Per *Kwelin*, to-morrow, the 11th instant, at 5 P.M.
For Yokohama—Per *Pochow*, to-morrow, the 11th instant, at 5 P.M.
For Shanghai—Per *Idomenus*, to-morrow, the 11th instant, at 5 P.M.
For Amoy and Manila—Per *Diamond*, to-morrow, the 11th instant, at 5 P.M.
For Singapore, Penang and Bombay—Per *Bisagno*, on Monday, the 13th inst., at 10 A.M.
For Europe, &c., India, via *Tuticorin*—Per *Indus*, on Monday, the 13th inst., at 11 A.M.
For Manila—Per *Yuentang*, on Monday, the 13th instant, at 3 P.M.
For Singapore, Penang and Bombay—Per *Bisagno*, on Monday, the 13th inst., at 10 A.M.
For Europe, &c., India, via *Tuticorin*—Per *Indus*, on Monday, the 13th inst., at 11 A.M.
For Manila—Per *Yuentang*, on Monday, the 13th instant, at 3 P.M.
For Shanghai, Moli, Kobe, Yokohama, Victoria (B.C.) and Seattle, (U.S.A.)—Per *Kinsoku Maru*, on Monday, the 13th inst., at 3 P.M.
For Moji—Per *Ness*, on Monday, the 13th instant, at 5 P.M.
For Shanghai—Per *Liongmoon*, on Tuesday, the 14th instant, at 2 P.M.
For Manila—Per *Rosetta Maru*, on Tuesday, the 14th instant, at 5 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria (B.C.) and Vancouver—Per *Empress of China*, on Wednesday, the 15th instant, at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu*, on Friday, the 17th instant, at 4 P.M.
For Kobe—Per *Changsha*, on Friday, the 17th instant, at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, on Saturday, the 18th instant, at 10.45 A.M.
For Europe, &c., India, via *Tuticorin*—Per *Bengal*, on Saturday, the 18th instant, at 11 A.M.
For Manila—Per *Sungkang*, on Tuesday, the 21st instant, at 4 P.M.
For Europe, &c., India, via *Tuticorin*—Per *Prinz Heinrich*, on Wednesday, the 22nd instant, at 11 A.M.
For Singapore and Bombay—Per *Malacca*, on Saturday, the 25th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, C.B.—Per *Tartar*, on Wednesday, the 29th instant, at 11 A.M.

OPIUM QUOTATIONS.

Hongkong, 10th January.

To-day's quotations are as follows:	
BENGAL—New Patna	@ \$320/242
Old Patna	@ 925
New Benares	@ 915/912
Old Benares	Per picul.
MALWA—New	@ \$92/930
Last year's	@ 910/20
2/3 years' old	@ 920/30
4/4 years' old	@ 920/40
Pattapore	@ 940
PERSIAN—Superior drug was sold.	@ 640

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fathian, British steamer, 1,425, *Lossius*, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, —Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, —Hongkong, Canton, and Macao Steamboat Co.
Hawkin, British steamer, 2,252, C. V. Lloyd, —Butterfield & Swire.
Hol-tong, Chinese steamer, 400 tons, Captain —Chi Wo, & Co.
Tal-tan, British steamer, 728, J. Lawrence, —Tai On Steamship Co.
Pak Kong, British steamer, —Kwong Wan S.S. Co.
Kong Nani, British steamer, T. Austin, R.N.R., —Chinese Owned.

Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke, —Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lungshan, British steamer, 141, G. F. Morrison, R.N.R., —Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 587, R. J. MacKenzie, —China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, —Hongkong, Canton and Macao Steamboat Co.

Saiham, British steamer, W. Dixon, —Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Amur, British steamer, 2,000, Newcomb, 5th Jan., —Chefoo 25th Dec., General—Butterfield & Swire.

Chingtu, British steamer, 1,060, J. Williams, 26th Dec., —Sydney, N.S.W., 30th Nov., General—Butterfield & Swire.

Chumsang, British steamer, 1,414, S.J. Payne, 7th Jan., —Canton 6th Jan., General—Jardine Matheson & Co.

Daigai Maru, Japanese steamer, 846, T. Kitano, 8th Jan., —Tamsui 5th Jan., Amoy 6th, and Swatow 7th, General—Mitsui Bussan Kaisha.

Decima German ship, 792, H. Schlakier, 5th Jan., —Manil, 12th Jan., Ballast, —Shewan, Tomes & Co.

Empire of China, British steamer, 3,003, R. Archibald, R.N.R., 25th Dec., —Vancouver, (B.C.) and Dec., and Shanghai 22nd, Mail and General—C. P. R. Co.

Emeraldia, British steamer, 966, R. Rodgers, 23rd Dec., —Manila 20th Dec., General—Shewan, Tomes & Co.

Foochow, British steamer, 1,158, C. Smale, 31st Dec., —Canton 31st Dec., General—Butterfield & Swire.

Fukui Maru, Japanese steamer, 182, K. Ito, 7th Jan., —Muroran, 24th Dec., Coal—Doddell & Co., Ed.

Glenogle, British steamer, 3,750, W. Frakes, 10th Jan., —Taungh 6th Jan., General—Doddell & Co., Ed.

Heinrich Menzel, German steamer, 289, P. Delfs, 24th Dec., —Canton 23rd Dec., General—E. A. Treding Co.

HOIHAO, French steamer, 509, M. Merlees, 9th Jan., —Pahkoi and Hoihow, 8th Jan., General—A. R. Mart.

HUNAN, British steamer, 1,158, Frazier, 8th Jan., —Canton 7th Jan., General—C. M. S. N. Co.

KAIWONG, British steamer, 1,024, G. H. Pennefather, 9th Jan., —Cebu 4th Jan., Hemp and Hides—Butterfield & Swire.

KASHING, British steamer, 1,136, R. Sanderson, 25th Dec., —Chinkiang 20th Dec., General—Butterfield & Swire.

KINSHU MARU, Japanese steamer, 3,486, F. S. Pyne, 4th Jan., —Seattle 5th Dec., General—Nippon Yunn Kalaha.

KINTUCK, British steamer, 1,380, G. W. Long, 9th Jan., —Singapore 1st Jan., General—Doddell & Co., Ed.

KWANGSE, British steamer, 1,240, A. Harris, 9th Jan., —Canton 8th Jan., General—Butterfield & Swire.

KWELLIN, British steamer, 1,018, D. H. MacKenzie, 3rd Jan., —Canton 3rd Jan., General—Butterfield & Swire.

LOWTHER CASTLE, British steamer, 2,961, Watson, 9th Jan., —New York 31st Oct., and Manila 5th Jan., General—Doddell & Co., Ed.

MARIE JEBSEN, German steamer, 1,771, P. Hemmel, 19th Dec., —Bangkok 1st Dec., Rice—Kong Fat.

NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 9th Jan., —San Francisco 11th Dec., Honolulu 18th, Yokohama 1st Jan., Kobe 2nd, Nagasaki 4th, and Shanghai 7th, Mails and General—P. & O. S. N. Co.

OLYMPIA, American steamer, 1,791, John Truebridge, 14th Dec., —Tacoma via Japan 11th Dec., General—Doddell & Co., Ed.

OSLO, Norwegian steamer, 770, O. Mathiesen, 9th Jan., —Sourabaya and Singapore 29th Dec., General—Sander, Wieler & Co.

PAKHOI, British steamer, 1,248, C. C. Williams, 8th Jan., —Takao 7th Jan., General—Butterfield & Swire.

PENARTH, British transport, 1,950, W. H. West, 7th Jan., —Wellington 6th Dec., Coal—Admiralty.

PETRARCH, German steamer, 1,232, H. Uecker, 26th Dec., —Labuan 12th Dec., Sugar—Sander, Wieler & Co.

POLAMHALL, British steamer, 2,356, T. W. Heppe, 22nd Dec., —New York 19th Oct., Cases Oil—Standard Oil Co.

PROGRESS, German steamer, 687, H. Meyer, 4th Jan., —Touron 1st Jan., Ballast—Siemssen & Co.

SALENAMCA, British steamer, 883, J. H. Anderson, 16th Dec., —Mojii 9th Dec., Coal—Bradley & Co.

SANDAKAN, German steamer, 1,374, A. Brandstetter, 29th Dec., —Sandakan 24th Dec., Timber and General—Melchers & Co.

SATURN, American transport, 1,617, Frank E. Fuso, 14th Nov., —Shanghai 11th Nov.

SHANSI, British steamer, 1,240, J. Carnaghan, 7th Jan., —Wuhu and Chinkiang 3d Jan., Rice and Ground-nuts—Butterfield & Swire.

SKULD, Norwegian steamer, 914, Berbour, 15th Dec., —Bangkok 15th Nov., Rice—Mangsoon.

THEA, German steamer, 934, H. Oberherr, 9th Jan., —Haiphong and Hoihow 8th Jan., General—Jensen & Co.

SAILING VESSELS.

DIRIGO, American ship, 2,845, Geo. W. Goodwin, 6th Dec., —Fremantle, Western Australia—Kerosine Oil—Master.

FRED. P. LITCHFIELD, American bark, 1,080, Allen Fulton, 19th Dec., —Fremantle, W.A.—1st Sept., Sandalwood—Order.

HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October—Marina 6th Oct., General—Master.

LUCIA, British ship, 650, Andersen, and Oct., —Rajah 6th Sept., —Master.

MOBILE BAY, British bark, 1,117, James A. Boy, 12th Dec., —Hongay 17th Nov., Coals—Jardine, Matheson & Co.

NILO, Norwegian bark, 649, Cardain, 3rd Jan., —Freemantle, Wash and Australia 21st Oct., Sandalwood—Order.

SEA WITCH, American ship, 1,721, Howes, 21st Feb., —Manila 18th Feb., Ballast—Master.

VALE OF DOON, British bark, 669, J. Petersen, 16th Dec., —Rejang 18th Nov., Timber—Sander, Wieler & Co.

WEST YORK, British bark, 706, W. S. Forster, 20th Dec., —Callao 10th Oct., Ballast—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 10th, 1902.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Eastman, Hongkong.

Amur, 1st-class battleship, 12,000 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, Amoy.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.M. S. N. Co.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. P. Mansell, Hongkong.

Phoebe, sloop, 1,060 tons, 6 guns, 1,040 i.h.p., Comdr. W. F. Nicholson, Hongkong.

Plymouth, 1st-class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.

Reindeer, twin screw, 1,000 tons, 10 guns, 7,000 i.h.p., Capt. G. C. Reynolds, Hongkong.

Seal, torpedo-boat, 350 tons, 1 gun, 220 h.p., Comdr. W. F. Nicholson, Hongkong.

Skortom, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootz, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterloid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Straszy, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.

Rodolph, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Hongkong.

Streets, river-guineboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Comdr. G. F. Corbett, Hongkong.

Wheeler, twin screw, 1,000 tons, 10 guns, 1,000 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.

Wheeler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.

Wheeler, twin screw, 1,000 tons, 10 guns, 1,000 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.

Wheeler, twin screw, 1,000 tons, 10 guns, 1,000 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.

Wheeler, twin screw, 1,000 tons, 10 guns, 1,000 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.

Wheeler, twin screw, 1,000 tons, 10 guns, 1,000 i.h